

Transportation Analysis

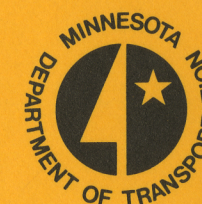
TA-M391

TH 35 from CSAH 2 to CSAH 42

S.P. 1980-55



PREPARED BY
THE MINNESOTA DEPARTMENT OF TRANSPORTATION
PROGRAM MANAGEMENT DIVISION
TRAFFIC FORECASTS SECTION



DEPARTMENT OF TRANSPORTATION

STATE OF MINNESOTA
OFFICE MEMORANDUM

TO : Larry Erb
Traffic Forecast Manager
Metro District

August 8, 1991

FROM : *George Cepress*
George Cepress, State Traffic Forecast Engr. 296-0217
Traffic Forecast Section

SUBJECT: TA-M391, S.P. 1980-55
TH 35 from CSAH 2 to CSAH 42 (Scott and Dakota Counties)

Estimated Average Weekday Traffic (AWDT) and Peak Hour volumes (AM and PM) are presented in schematic form for the years 1991 (Figures 1, 2 & 3) and 2015 (Figures 4, 5 & 6) respectively. In addition, nondirectional (2-way) AWDT and Heavy Commercial Average Weekday Traffic (HCAWDT) for the two years (1991 and 2015) are shown on Figure 7. The volumes presented on Figures 1 through 7 assume a full access interchange at 162nd Street and TH 35. Projected volumes for the years 1995 and 2005 may be obtained by interpolation between the 1991 and 2015 values.

Volumes presented in this report are based on the following data sources:

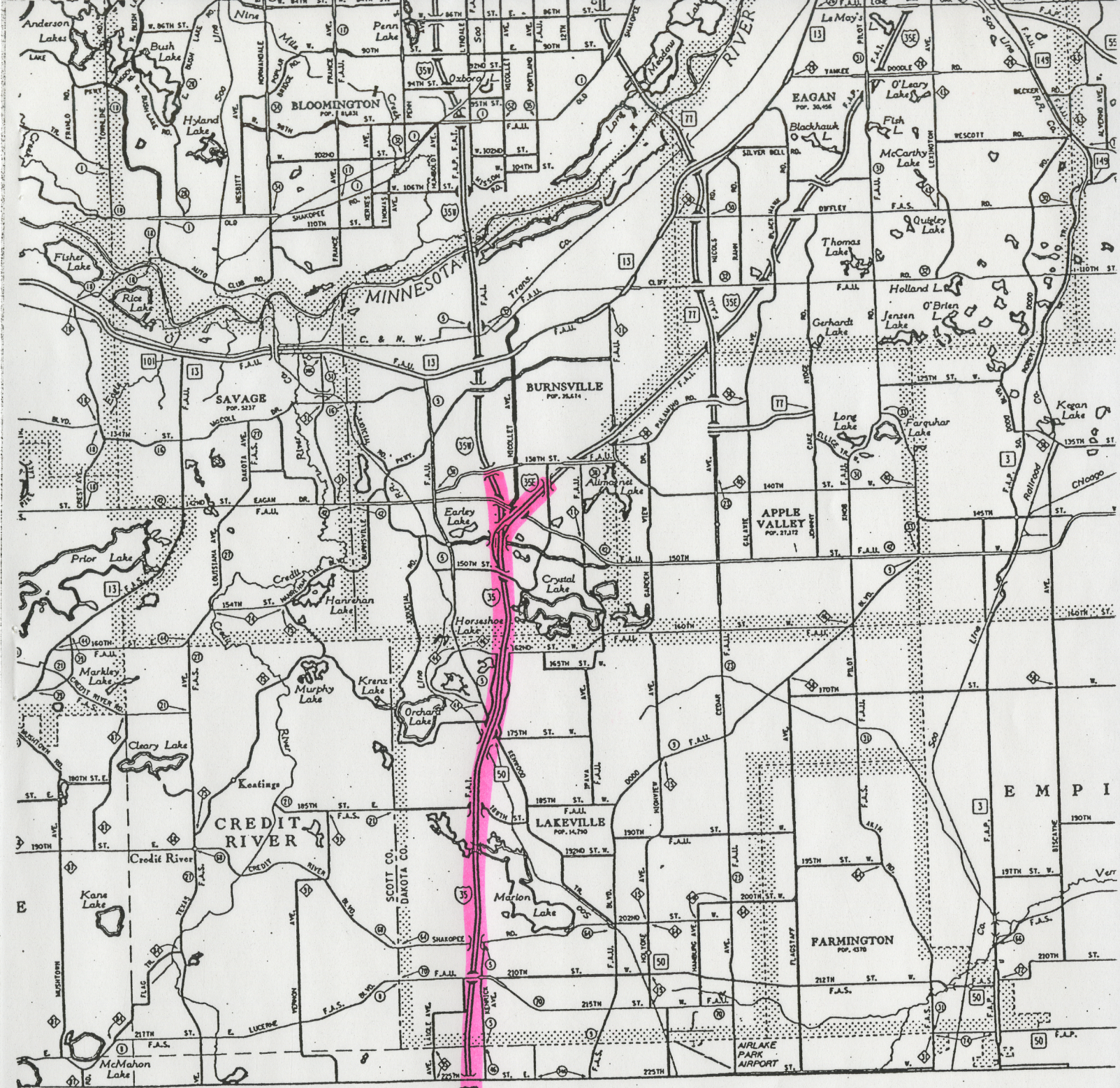
- 1) Current (1990) and historic ADT volumes on TH 35, TH 35W, TH 35E and the cross streets taken by Mn/DOT and the City of Lakeville.
- 2) Ramp and mainline counts taken by Metro District staff at the following locations and dates:
 - a. CSAH 2 ramps 3-27 to 30-1990
 - b. CSAH 70 ramps 3-27 to 30-1990
 - c. 185th Street ramps 5-23 to 25-1989 and 4-1 to 4-1991
 - d. TH 50 ramps 3-27 to 30-1990
 - e. 150th Street ramps 10-3 to 6-1989 and 4-1 to 4-1991
 - f. CSAH 42 ramps at TH 35W 3-28 to 30-1990
 - g. CSAH 42 ramps at TH 35E 3-12 to 14-1990
 - h. TH 35 mainline between CSAH 70 and 185th Street 5-30 to 6-2-1989
 - i. TH 35E mainline between TH 35W and CSAH 42 5-30 to 6-1-1989
 - j. TH 35W mainline north of CSAH 42 5-30 to 6-1-1989
- 3) Turning movement counts taken by Metro District staff at the following locations, dates and times.
 - a. TH 35W and CSAH 42 (including Frontage Road)
6:00 - 9:00 AM & 3:00 - 6:00 PM 6-22 and 6-28-1988

- b. TH 35E and CSAH 42
6:00 - 9:00 AM & 3:00 - 6:00 PM 6-21 and 6-23-1988
- c. TH 35 and TH 50
6:00 - 9:00 AM & 3:00 - 6:00 PM 12-9, 10-1986
- d. TH 35 and TH 50 West 1/2
3:00 - 6:00 PM 5-11-1987
- e. TH 35 and CSAH 70
6:00 - 9:00 AM & 3:00 - 6:00 PM 3-26-91

- 4) Field trip to the study area and short turn counts taken by Traffic Forecast Section staff at the following locations in June of 1991.
 - a. CSAH 2 and TH 35
 - b. 185th Street, Kenrick Avenue and TH 35
 - c. 150th Street, East Frontage Road and TH 35
- 5) Field trip to the study area in order to assess the growth potential of each of the cross streets with TH 35, TH 35W and TH 35E in June of 1991.
- 6) Collection of current (1990) and historic vehicle class count data at the following locations:
 - a. TH 35 south of CSAH 1 (Rice County) VCC 9050
 - b. TH 35 south of TH 50 VCC 8709
 - c. TH 35 north of TH 50 VCC 1305
 - d. TH 50 east of TH 35 VCC 8708
 - e. TH 35W at 98th Street VCC 1304
 - f. TH 35E north of TH 110 VCC 7714
- 7) Heavy Commercial Average Daily Traffic (HCADT) flow map volumes for 1988 prepared by Mn/DOT.
- 8) Metropolitan Council/Mn/DOT computer traffic assignments of 2010 AWDT, PM peak and HCAWDT to the 4A3 (year 2000 road network). In addition, 1988 AWDT computer traffic assignments to this same year 2000 road network.
- 9) Loaded link analysis using six loaded links (1988/4A3 and 2010/4A3) in order to estimate 1991 and 2015 traffic volumes that could be reasigned to the 162nd Street Interchange with TH 35.

The preceding data was used to develop a 1991 "no build" 162nd Street Interchange assignment to the subject route. This "no build" assignment was then modified to reflect the build condition at 162nd Street and TH 35 for 1991 (see Figures 1, 2 and 3). Finally the 1991 build condition was converted to a 2015 build condition (see Figures 4, 5 and 6).

If you have any additional questions, please call Jim Page at 296-1626.



245TH

2

TH35
1275A
1845P
20000
20000
1275P
1845A

90A
120P
1200

18800 1725P
18800 1185P
1185A
1725A

24700 2430P 1550A
24700 1550P 2430A

35A
50P
500
115
800

330A
630P
5300

2600 205P 260A
2600 260P 205A

500
35P
50A
1015
1000

5300
330P
630A

5900
365P
705A

1500 805P 550A
1500 550P 805A

1500 150A
1500 120P
1500 150P
1500 120A

TH50

150A
1500 120P
1500 150P
1500 120A

2400 185P 245A
2400 245P 185A

3000 25A
3000 25P
3000 25A
3000 25P

70A
90P
900

240A
440P
4100

27900 1720A
27900 1720P
2780A

245A
265P
2500

215A
235P
2200

420A
465P
4500
420P
465A

N →

1475A
25400 2515P TH35
25400 1475P
2515A

2200
215P
235A

15015P
15015P

3500
350P
45A

85A
95P
900

F.R.

15A
40A
400 45P
400 40P
45A 95A

275A
260P
2500
2500
225P
260A

FULL INTERCHANGE AT 162ND ST
TA-M391: TH35-CSAH2 TO CSAH42

FIGURE 2

LEGEND

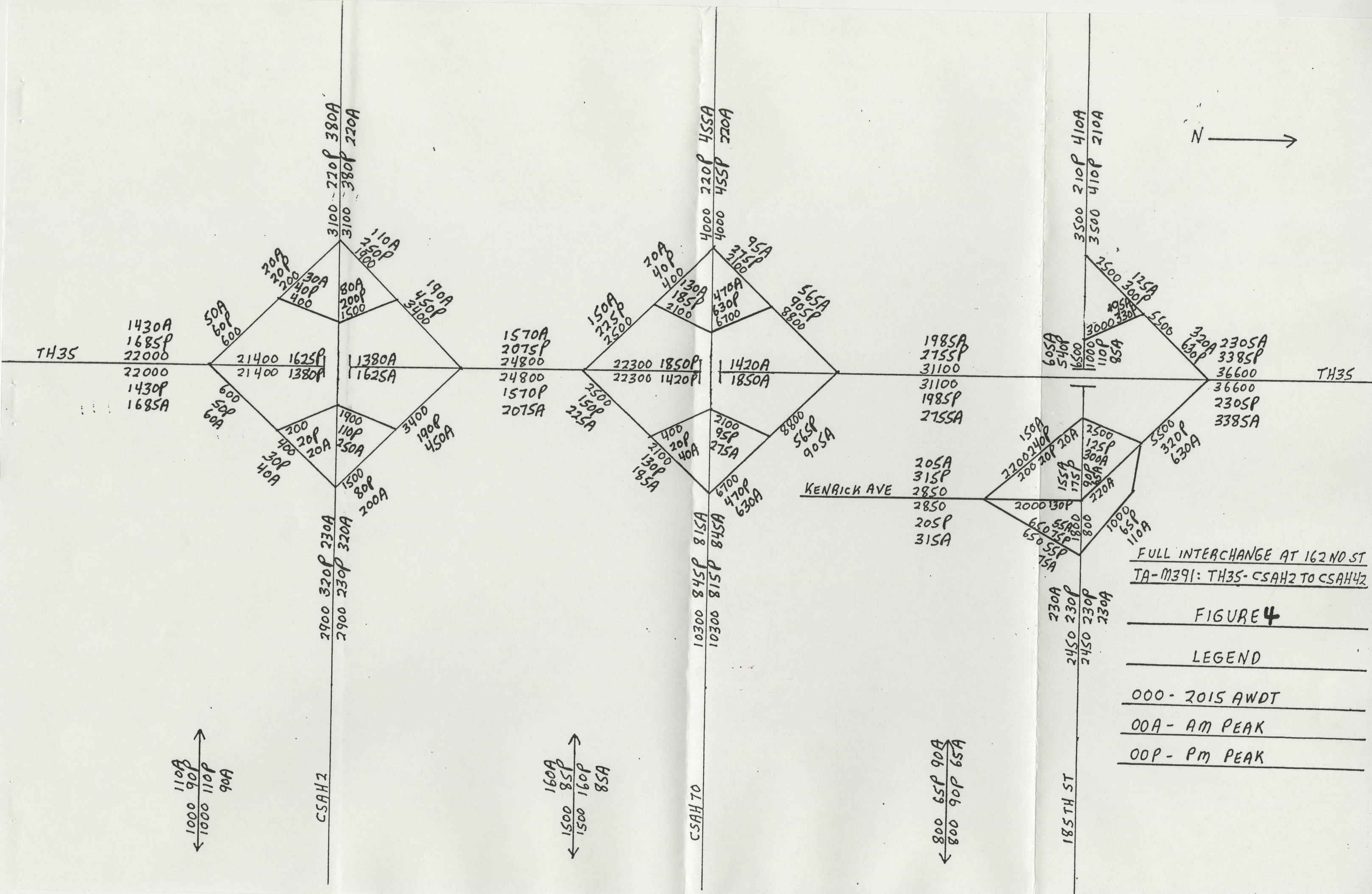
000- 1991 AWDT

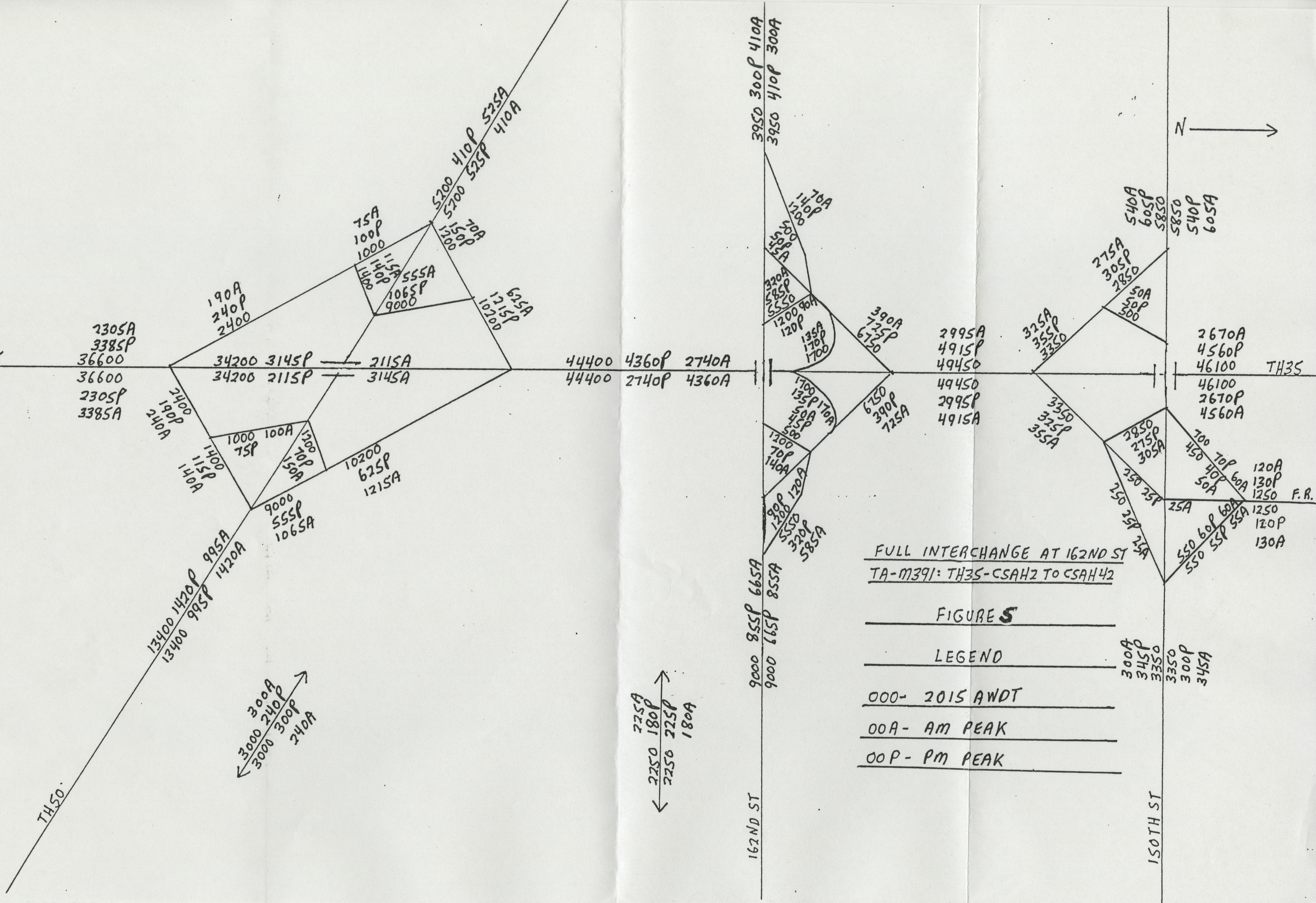
00A- AM PEAK

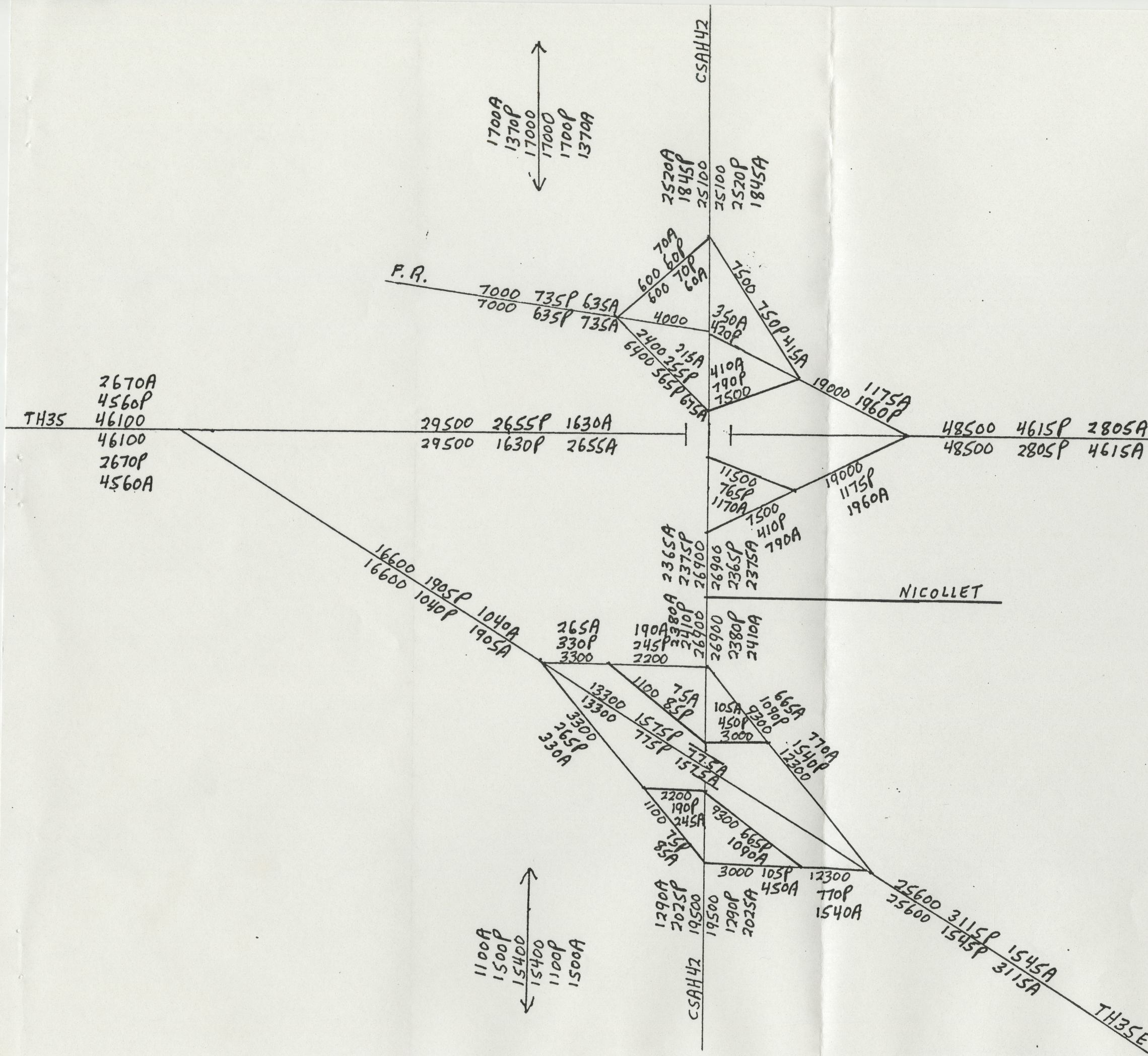
00P- PM PEAK

162ND ST

150TH ST







FULL INTERCHANGE AT 162ND ST
 TA-M391: TH35-CSAH2 TO CSAH42

FIGURE 6

LEGEND

000 - 2015 AWDT

00A - AM PEAK

00P - PM PEAK

